

CONNECTICUT INDUSTRY

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THE MANUFACTURERS ASSOCIATION
OF CONNECTICUT, INC.

Audits, Examinations and Special Investigations for Credit, Financing and General Purposes.

Special Department for Conducting Examinations of Banks, Municipalities and Financial Institutions.

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A Word of Explanation to New Friends

THE Manufacturers Association of Connecticut is a voluntary service organization made up of approximately 800 of the representative industries of Connecticut, which in turn employ approximately 225,000 workers and represent invested capital of over \$692,000,000.



The Association was incorporated in 1910 and has for its object the advancement of the interest and welfare of its manufacturers and of the State of Connecticut as a whole. It serves its members in all matters in which they have a common or an individual interest. It speaks for them before Congress, at the State Legislature, before the Interstate Commerce Commission, or wherever united representation is required. Through the medium of *Connecticut Industry* and a special bulletin service, it keeps members advised of matters of importance, whether this be in the field of human relations, federal or state taxation, coal or commodity rates, transportation, research, power, or any one of the hundred other subjects in which the manufacturer of today is keenly interested. Under the direction of its Board of Directors and its committees, composed of industrial leaders who give generously of their time to Association affairs, it is guided in the difficult problems which beset industry at every step and the ultimate and satisfactory solutions of which are so vitally important in a state as highly industrialized as is Connecticut. Over seventy prominent industrialists, each an expert in his field, serve upon these committees, giving the benefit of their wide experience to the membership at large, and in this self-sacrificing interest lies the organization's greatest strength.



It is the aim of the Association to be constructive and progressive and to help make Connecticut the best state in the Union industrially and every other way. In addition to serving its members, the information which it compiles on numerous matters of general public interest is available for the use of the state and for outside research organizations.



This Fleet Moves

Swiftly . . . Efficiently . . . On Time

Modern business demands dependable as well as economical transportation. In this day of current buying, low inventories and quick turnover, markets must be watched closely. Your transportation must be frequent, swift. Goods must arrive when promised—on schedule and in perfect condition.

The American-Hawaiian Steamship Company is the oldest line in the Coast-to-Coast trade. In 1855 the founders established a regular line of clipper ships to California and the Pacific Northwest. Since the dramatic era of Western development, which followed the discovery of gold in California, they continued that trade with clippers and the later day sailing ships around Cape Horn until 1899.

Today the Panama Canal Line operates twenty-three steamers and motor ships, especially equipped for the carriage of fine merchandise. It gives service every four days between Boston, New York, Philadelphia, and Pacific Coast ports. These vessels have an annual carrying capacity of 1,200,000 tons, transporting millions of dollars of products from coast to coast, swiftly, carefully and on schedule time.

One ship sails East and one sails West every four days. The entire fleet has a notable record for reliability. A business-like fleet—it moves on time in a business-like way.

Years of experience in Coast-to-Coast trade have given the American-Hawaiian Steamship Company—the *Panama Canal Line*—an enviable record for skillful handling of products. It is proud of the fact that with a privately owned and operated fleet it is efficiently meeting the transportation needs of the nation's business.

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AMERICAN-HAWAIIAN STEAMSHIP COMPANY

"Coast-to-Coast Since 1855"

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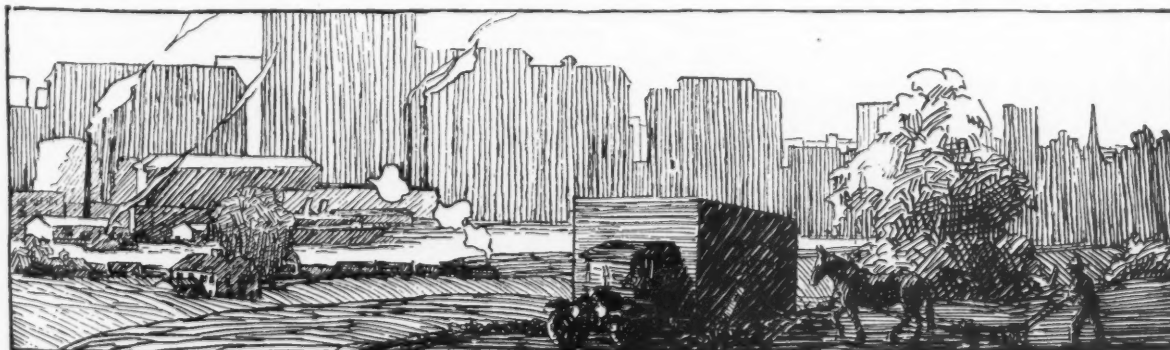
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WORLD POLITICS

The world is evidencing little interest in the attempt of France to erect a reprisalory tariff wall. The press of the United States and of France do not seem to be aroused for the case is now in the hands of our diplomats, at least until Congress convenes. Therefore, instead of being a football of political parties, the tariff now becomes in reality, and with more certainty than ever before, an international football.

There is food for thought in a personal letter written by an English journalist of prominence to his friend, an editor of the Wall Street Journal:

"As you know yourself, I have always been a keen admirer of America. We can learn a lot still from her. It is still the 'land of opportunity.' But America is making a great mistake in her attitude toward Europe today. America is not yet all powerful and her attempts to dictate to Europe are shattering her prestige abroad. She sends the wrong men to Europe. She is openly worsted in every conference and diplomatic tussle. Her politicians have to resort to vilification and misstatement to bolster their position at home. All this is seen clearly in Europe, and there is not wanting sound criticism in the States to the same effect. America is still too young to have bred a class of politicians and diplomats such as we have in Europe. Her men in these fields are ignorant and cut a sorry figure in international policies. They will lead America into difficult waters unless they are carefully controlled."

Shall we cancel our European loans, shall we lower our tariff, shall we stick to our guns, or shall we leave the case to our diplomats?

Edmund Spenser

Plain Talk

The Association received a call one day from one of its members, whose name and whose community will not be revealed here, for information in regard to local tax and other rates throughout the state. The information was supplied and shortly afterward the member presented the following address before a luncheon meeting in his home town. ¶ Permission was sought and secured, to print the article in Connecticut Industry as an example of one of the most courageous ways of attacking a problem that has ever come to the Association's attention. The writer of the article was, as is evident, sincere in his desire to benefit conditions which were not satisfactory. ¶ Whatever the city may be, in which any manufacturer is interested, it must have some of the same problems. Not all, perhaps, but some. To recognize their existence is the first step towards improvement and an analysis such as this merits attention.

I AM not a pessimist, nor do I believe that any member of this club can call me a pessimist after the several years of intimate relations which have characterized our associations. Certainly, if I have had any voice in the management and policies of the business that I am associated with, one could not say that a pessimistic thought had been injected into its administration. I consider it necessary to thus define my nature so you will not misjudge any of the statements I may make, nor hold me guilty of an attempt to deny or belittle any of the assets or advantages of this community.

I wish again to affirm the statement that I have made to this club on previous occasions, that I am immensely fond of this city. I like it as a home, and I have formed associations and friendships here that are impossible in a large city. Should I ever find it necessary to move away I shall have grave concern over my own and my family's future contentment. It is because I have a sincere and personal interest in our city that I have made an attempt to analyze, from a manufacturer's viewpoint, and not from the throne of a visionary, its position in the industrial world.

We constantly read in the press, are circularized by colorful literature, and are impressed by the teachings of various organizations, concerning the wonderful and unusual advantages of our community as an industrial center; and we are content to look upon it as the "Garden of Eden" of industry as we sit back and wait for the outer world to storm our gates in an effort to partake of our coveted fruit.

I do not criticise nor belittle advertising by either printed material or delicate phrases, for personally I am a great believer in advertising. If a piece of advertising can be so designed as to encourage new industries to come here, I would use my every effort to broadcast it to the four corners of the earth. But substantial business men (and those are the only ones that we are interested in) do not make decisions on a colorful pamphlet but only after a thorough study of facts and figures.

As a matter of argument, and in order that I may review in the way that I have chosen, the facts and figures that any outside parties would investigate while considering establishing a manufacturing business in our town, I am going to make the assertion that this is *not* a favorable industrial location.

The principal facts which must be considered in selecting a factory location are well known to all of us, and would be listed as follows:— transportation facilities, quantity and quality of labor, tax rate and the basis of valuation, power, light, water and gas rates, housing facilities, banking facilities, schools, and proximity to markets. Of course there are other items to be considered, but these can be classed as the most important.

Our Shipping Facilities

IN reviewing our transportation facilities I am ready to admit that they are adequate for our average needs. We have tri-weekly pier shipments to New York City, and although the time required for transportation of our distant shipments may be greater than from other

points, let us assume that our facilities are entirely acceptable to our manufacturers and their customers.

As a point of interest, however, I might add that with few exceptions our New York City customers will accept no freight shipments whatsoever from us. It so happens that my firm has two competitors who carry warehouse stocks in New York City, and any jobber, therefore, may place his order by 'phoning the warehouse, and be assured of delivery within a few hours without any charge whatsoever. We are required, therefore, to meet this competition, and have been largely successful to date through the medium of shipping by motor truck, which normally delivers our goods bi-weekly to our customer's door within twenty-four hours after they leave our factory. For this service, however, we are obliged to pay almost double the railroad freight rate. A railroad shipment will normally take from two to three days before it is available for delivery to our New York customer, who is then required to pay heavy drayage charges from the depot to his store. You can readily realize, therefore, that a New York merchant who can have his goods delivered at his store door by motor truck will not accept freight shipments and pay the added drayage costs.

A Labor Market Angle

I BELIEVE that normally this is not a good labor market. It is true that if one industry requires additional unskilled or semi-skilled workers they may be obtained locally within a reasonable length of time—but how? Invariably, by inducing employes of one establishment to leave their employers and to enter the employ of the concern whose business demands an increase in its force. The many disadvantages and dangers of this practice are apparent, and while this condition exists today, I feel that within the past few years the number of such offenses has been rapidly diminishing. This may or may not be largely the direct result of our Rotary teachings and our greater interest in each other. Personally, I believe it is. There is no surplus of skilled or trained labor here, and a manufacturer requiring such help must fill his wants by again robbing a fellow employer, or by the most common procedure of obtaining such labor from surrounding and larger cities. In the latter instances, it is absolutely necessary for one of our manufacturers to make offers and concessions that will prove sufficiently attractive to induce a resident of a larger city to come here. There are dangerous elements surrounding this condition. To

those who doubt my statement that we have a poor labor market, I challenge you to offer to obtain the next labor requirements of any one of our manufacturers. I shall be glad to start your labors by asking you to find several skilled laborers for us, for whom we have been searching, unsuccessfully, for some time. Some will feel that the fact that the town has practically no surplus labor shows a healthy and desirable condition. It does from the viewpoint of the labor—but it is the manufacturers' plight that we are considering. I quote four of the largest employers of labor here (the only ones with whom I have discussed this topic) as saying that they do not consider that we have a good labor market.

A Good Tax Rate?

OUR tax rate is as low, and in some instances lower, than the tax rate of most industrial centers. A splendid statement, a beautiful condition, if we stop there. The law of the State of Connecticut requires that property must be valued on the basis of fair market value. What is the basis of valuation of our property here? I maintain that it is a cross between comparative values and replacement values, call it what you will. Suffice it to say that when this question was asked of the three engineers of the company which recently appraised our town, after their work was completed, three different and conflicting answers were given. When asked if they had based their valuations in accordance with the law, their reply was that they did not know the law of this state and, furthermore, they did not care what the law was. When asked by a property owner how the new values would affect his residence, the reply was, "You need not worry; it is the manufacturers that we are after," and I doubt if a single manufacturer in this town will say that they failed to accomplish this objective.

There are those, who, in defending the present valuations, will cite properties that can be, or have been, sold at a greater figure than that at which they are assessed. Undoubtedly true, but I believe that there is an equal number of properties that have not been, or never can be, sold at a figure that will approach their assessed valuation. There is a defunct manufacturing property in this town assessed at a figure that is at least three times as great as the price that the property will bring if a buyer can be found for it. Such a contrast would be sufficient to cause any outside party to abandon all thought of securing favorable manufacturing facilities in this town. I recommend to the town officials that conditions such as this be

remedied promptly, and before they can be ridiculed by those who might otherwise become interested in such properties.

I understand that ours is one of three or four cities in the state that are quoted as having their properties valued on a very desirable basis. All these cities, however, have recently been through some form of a revaluation program, and it is not surprising, therefore, that certain departments are well pleased with the results.

It may be interesting to note a few statistics regarding the tax burdens which have been placed on seven of our leading industrial concerns during the past five years. I will add that these seven concerns, which include our largest industries, have been especially selected for the reason that they have not been through any building programs during the past five years, and the condition of their real estate holdings and equipment is presumably equivalent, therefore, to what it was in 1921.

In 1921 the assessed valuation of these seven concerns was \$884,762, and in that year they paid a total tax to the town of \$18,443. In 1926 the assessed valuation of these same seven concerns was \$1,435,193, and this year they will pay a total tax of \$28,273. In five years, therefore, the average increase of their assessed valuation has been 63%, and of their taxes 54%.

Firm	Valuation		Taxes	
	1921	1926	1921	1926
—	\$236,677	\$427,680	\$5,088.56	\$8,425.30
—	71,420	170,471	1,535.53	3,358.28
—	104,485	105,755	2,246.43	2,083.38
—	284,892	436,351	6,125.18	8,596.12
—	17,923	49,825	595.40	981.56
—	111,225	162,685	2,391.34	3,204.90
—	46,370	82,426	461.00	1,623.80
	\$884,762	\$1,435,193	\$18,443.00	\$28,273.00

If this were the end of the story, I might say "Splendid!" From all outward appearances these seven concerns have been able to weather the storm, and will be able and satisfied to withstand this drain in the future. That might be true, but I am told by a source which I consider to be authoritative that such obligations as have been contracted for to date will necessitate a further increase in our tax rate of from two to three mills within a very short time. Assuming that within three years our tax rate is 22.7 mills (as predicted) and that our present valuations remain stationary, the same seven manufacturers would be paying a total tax of \$32,579, representing an increase

of 77% within eight years. Add to this the increase which might result from proposed expenditures for a sewage disposal plant, pension funds for city employes, and various other projects that are being ballyhooed today, and who can guess what the rate will be in another five years? Knowing the attitude of some of our manufacturers to this problem, I would like to have the one who can answer that question also estimate the number of our present manufacturers who will still be in this town at the end of another five years, if their taxes are to be increased further to meet such expenditures.

Looking at this picture from another angle, I will venture to say that, without exception, every manufacturer here is today selling his product far below his 1921 prices and, furthermore, that our manufacturers are paying their employes wages which average higher than at any other time in their history. While the expenses of our manufacturers have been increasing enormously, therefore, the prices for which they have been forced to sell their products have been decreasing in proportion.

You may take the attitude that taxes must not, and can not, be levied to the extent that they will drive our remaining manufacturers from this town and thereby result in little or no income whatsoever to the town from their properties, or you can yawn slightly and demand, "Well, what of it?"

To those who would assume the latter attitude, let me state the present attitude of some of our manufacturers. At least four of our established and leading industrial concerns are today considering abandoning their factories in this town and moving to other localities which offer far more favorable manufacturing facilities. Of these four concerns, at least three have been soliciting and receiving offers from other cities, and their managements have been in personal conference with municipal and organization officials of other cities. To these three concerns, at least, inducements and offers have been made which would enable them to manufacture much more favorably than they are able to manufacture here.

Recently one of our largest merchants told me that he is discouraged over the outlook for the future in this town, and were it not for the fact that he is obligated through real estate matters, he would remove to a larger and growing city at once. As it is, he emphatically stated that unless conditions change materially for the better, by the time his present obligations termi-

(Continued on page 19)

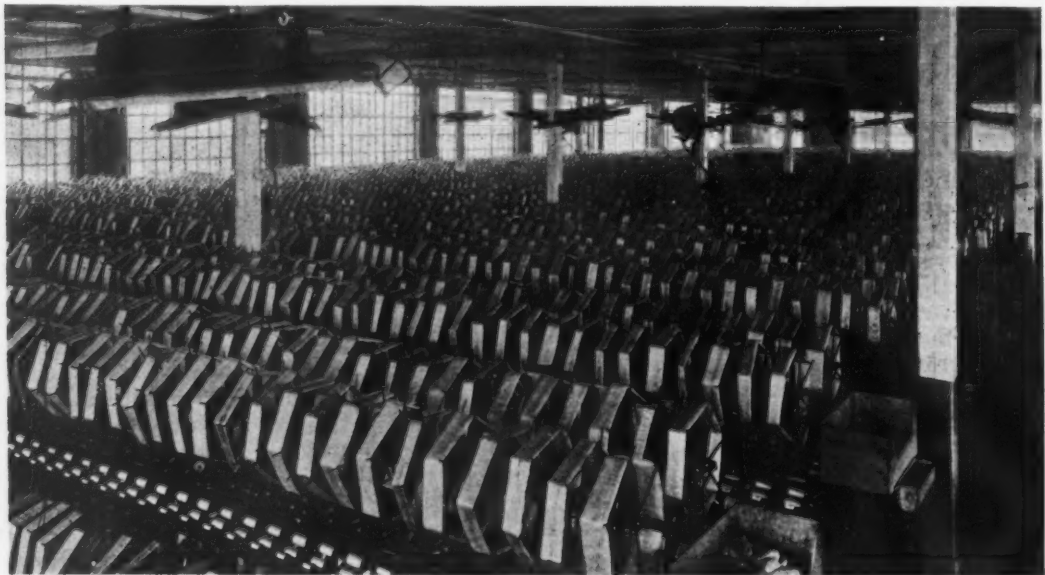
The Tremendous Toll of Industrial Noise*

By C. FENNO FAULKNER

NOISE! Is it merely an unpleasant condition of industry? Or do those tiny hammers of vibration which strike thousands of blows each second on one of the most sensitive

production.

Why is it that the bad effects of loud and continuous noise have not been more generally recognized? Probably because these effects are



These winders at the plant of the Real Silk Hosiery Mills are equipped with quiet-running chains

organs of the body create a danger and an expense which industry generally has not recognized?

Are accidents, employe illness, lowered morale, and kindred occupational disturbances a direct result?

We have tried to make a virtue of necessity by adopting the insensate clamor and roar of industry as a symbol of its vigorous activity. We have used it to weave an atmosphere of adventure and romance around modern industry; whereas, in truth, noise often is merely a sign of wasted energy, of poor design, of hurried ignorance; noise is a cause of shattered nerves and failing hearing. In its stupefying monotony, unhealthful nerve excitement, and destructive effect upon the hearing faculties, it is a symbol of all that is worst in modern mass

both subtle in action and cumulative in effect. Even though noise and other vibration be one of the principal causes of an accident, an illness, a reduction in efficiency, or an undesirable mental state, there is no way of fixing the responsibility. That such a responsibility exists, however, is common knowledge among medical men. Kober and Hayhurst, in their book on *Industrial Health*, say: "... the welfare work of the trades will not become adequate to its purpose until it has eliminated ... noise."

I quote from an editorial in the March, 1926, number of the *Nation's Health*: "Physiologists agree that noise is fatiguing, although there seems to be an 'aural tolerance' which is acquired, but not to the same extent, by all persons ... The relation between noise and industrial fatigue has been studied sufficiently to determine that one has a direct bear-

* Reprinted by special permission from *Factory, the Magazine of Management*.

ing upon the other. It is physiologically, economically, and socially desirable to reduce noise to the lowest possible point."

It should be pointed out that "aural tolerance" does not signify immunity. The energy of the vibrations is absorbed just the same, and although the direct effect in conscious fatigue may be somewhat decreased, the wear and tear on the nervous system goes on and later may contribute to some disorder of a subtle nature.

Before taking up the different kinds of disability which result from noise and vibration, let us give a moment to the consideration of what are these "tiny hammers" that beat upon the ears, and how they act.

Matter is always in a state of molecular vibration, but ordinarily this vibration is inaudible to the human ear. When this vibration is increased to sufficient intensity, as by the impact of one body upon another, and when the frequency of the vibrations lies between 30 and 25,000 a second (the audible range), the vibrations come within the range of the perceptive faculties of the human ear, and we hear a sound. If this sound is discordant and meaningless, we refer to it specifically as "noise."

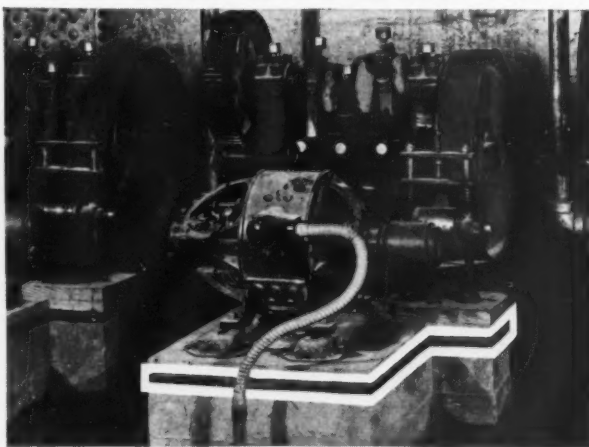
The custom of referring to the "wave lengths" of vibrations quite naturally brings to mind the ever-widening waves that are set up on the surface of a liquid when an object is plunged into it, as when a pebble is dropped into a pool. In the latter case, the

waves take the form of alternate circular ridges and troughs, traveling from the center outward. In the case of vibrations transmitted through the air, the wave is spherical instead of circular, and acts as a series of alternate compressions and rarefactions of the atmosphere, spreading out in all directions from the point of generation.

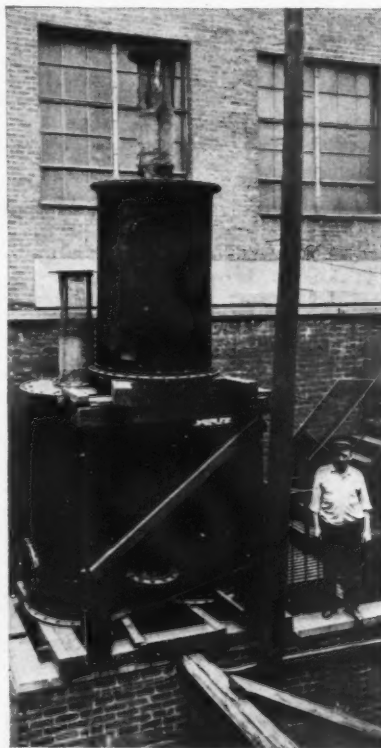
These sound waves possess various characteristics. The frequency—the number of successive compressions and their accompanying rarefactions that

will pass a given point in a given length of time—determines the pitch. The higher the frequency, the higher the note, or tone given off. The amount of force contained in the compressions determines the amplitude, or loudness, of the sound. The nature, form, and size of the body that is giving off the vibrations determines the quality, whether it be harsh or sweet, discordant or harmonious. Another characteristic in which we are interested is the abruptness with which the sound is produced. Sudden noises of a startling nature cause considerable nerve shock and, if of sufficient amplitude, result in more or less spontaneous muscular reactions.

Sounds are powerful stimuli to the emotions. Through the skilful production of various sounds and sound movements, the musician can arouse any emotion that he desires in the minds of his audience. On the other hand, discordant sounds "set the teeth on edge," cause one to



In the Stevens Hotel, Chicago, motors and pumps are mounted on mats



Silencing device on an air-compressor used in building a section of a New York subway. As a result there was no monotonous chugging

wince, arouse fear, or merely irritate, depending upon their particular characteristics. Any kind of noise tends to divert attention and to interfere with the ordinary mental processes.

chronic, and may result in permanent deafness. Vertigo is a common symptom of it, with sometimes nausea and vomiting, with faintness.

"The effect of noise upon the delicate in-



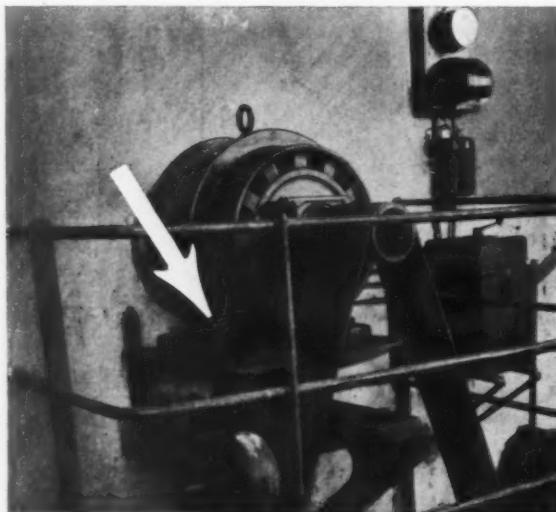
In the composing room of the New York Herald-Tribune, where noise would distract proof-readers, the ceiling is covered with sound-absorbing sheets

For our purposes, the bad effects of noise may be considered as of three kinds: diseases of the ear, which are always accompanied by some impairment of the hearing, if not complete deafness; temporary phenomena such as faintness, which although not serious in itself may result in an accident where constant attention is necessary; and, as a contributory factor, or aggravation, functional nervous disorders.

Thompson, in his book, *The Occupational Diseases*, says: "Labyrinthine disease, in so far as it is occupational, is mainly due to excessive noise. It may be temporary or

ternal ear presents an interesting study. It has been found that the volume of sound, that is, the loudness of the tone, has less influence than the quality in causing deafness . . .

The deafness produced by constant noise of high pitch, but not necessarily the extremely loud type, is common among loom tenders, spinners, and railway engineers; of the latter, fully 45%, if they have been employed for a number of years, have more or less labyrinthine deafness." He adds, significantly, "Dizziness, as an accompanying symptom, is found more frequently among mill and factory opera-



Installation in a South American plant where spring mountings are used very successfully to absorb high-frequency vibrations

tives whose work subjects them to vibrations from the machinery in addition to the noise."

There is no doubt but that noise and vibration contribute their share to accidents. It has been proved that loud and continuous noise lessens the ability to concentrate; to follow a consistent line of thought; or to meet emergencies where quick, coherent thinking is required. Aggravate this condition with exposure to direct vibration and you have a possible explanation of some of those seemingly needless accidents that one encounters so frequently.

Accepting the fact that noise is both offensive and injurious, what can be done to alleviate its harmful effects? The solution lies in the reduction, isolation, or absorption of the undesirable vibrations, and in altering the tone or changing the nature of certain noises so as to render them less objectionable.

Now vibrations are transmitted in five ways:

1. Direct to air from the vibrating bodies.
2. Through that part of the structure (usually the floor) to which the vibrating bodies are attached.
3. From the structure to the air.
4. By direct contact of the operative with the vibrating body.
5. By direct contact of the operative with the floor.

The first step to be taken is the isolation of the vibrating bodies from the structure, since large flat surfaces amplify the volume of the vibrations and cause them to reverberate back and forth in the room.

This is already being done, in the case of power-plants and heavy machinery, by the insertion of thick resilient mats between the base of the engine, or machine, and its foundation. This plan not only isolates the vibrations from the structure but absorbs them to a large extent in the internal friction of the resilient material. Assume the structure to be of sound construction and all vibrating bodies to be isolated from it in the above manner, three of the five transmission paths, numbers 2, 3, and 5, would be blocked, and considerable vibra-

tion would be absorbed at its source. Rubber, felt and cork plates have been used for this purpose; but felt has a tendency to take a permanent set, and rubber is adversely affected by oil. The best grade of natural cork, or manufactured cork of equal strength and resiliency, seems to be the most satisfactory material for this purpose where the high kinetic energy or acceleration forces of the machinery require anchoring it to heavy foundations.

Within their load limits, spring mountings of the self-aligning type are very successful—particularly in the case of high-frequency vibrations.

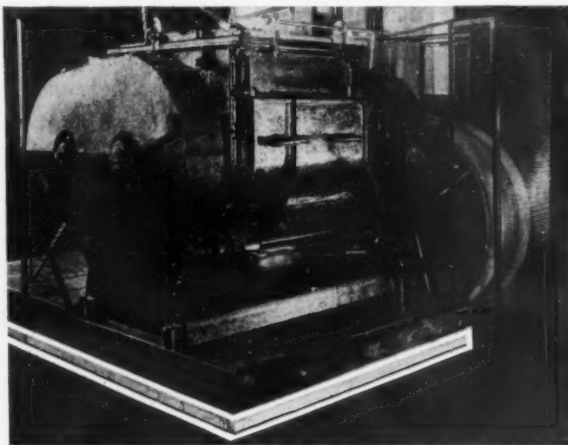
Since machine vibration, outside of its noise producing power, decreases the

life of the machine and necessitates more frequent adjustment, it is clear that the use of such vibration absorbers is bound to become common practice in machine mounting. With a general use of such absorbent mats between the machinery and the structure, there would then be left only the vibrations transmitted directly to the air and those transmitted by direct contact of the operative with the vibrating body.

The custom of mounting a number of light machines on a bench makes the bench, in effect, an integral part of a multiple machine, as well as a perfect amplifier of the vibrations transmitted from the machines. Either absorbent pads should be used between the machine and the bench, or the machines should be mounted on bases with the bench built around, but not touching, them.

The effect of direct contact between the operative and the vibrating body is being reduced by the introduction of more automatic machinery, requiring less manipulation. There is an almost infinite number of points of contact on the various kinds of machinery used in industry where vibration-absorbing material could be used to advantage.

Much of the problem of reducing the vibrations transmitted direct to air is the responsibility of the manufacturers of machinery and equipment. Seldom do the advertisers feature



Cork mats installed under heavy machinery will absorb many vibrations which would register as a noisy hum

the quiet operation of their products, for the simple reason that quiet operation is a rarity. Noise is, in fact, but waste energy; and the search for greater efficiency in machine operation is bound to result in less vibration. On the other hand, the noises that give rise to chronic ear troubles are more particularly those of high pitch and not necessarily of high amplitude, or loudness, so long as they be continuous. Their solution lies in better design, the introduction wherever possible of suitable shock-absorbing materials—and it is possible that much relief would result from a small periodic change in the speed of rotating parts, since it has been proved that labyrinthine disease first evidences itself in a certain definite area of the inner ear, depending upon the pitch of the noise to which it has been subjected, and a periodic change in pitch would distribute the load over a larger area.

The substitution of certain new processes, such as welding for riveting, will remove a considerable source of noise. The exhaust silencer is designed to remove annoyance. The automobile industry is contributing quieter gears and new principles of balanced motion. We are making some progress, but not enough. An awakened interest is needed that will arouse the manufacturers of machinery and equipment to a closer study of their product from the standpoint of the destructive influence of noise-producing power.

Always, there will be an irreducible minimum of vibration generated and, once released in a room, vibrations are there to stay until their energy has been transmitted to the walls in the form of heat, the result of successive impacts with those surfaces. Some materials absorb sound more readily than others and thereby cut down the period of reverberation. Compressed cork $1\frac{1}{2}$ inches thick will absorb sound 14 times as rapidly as will bricks, ordinary plaster, or glass; pine boards, only $2\frac{1}{2}$ times as fast.

A new sound-absorbing material, a product of the sugar-cane fiber with the sugar juices pressed out, has been put on the market and is receiving wide use in radio broadcasting stations, auditoriums, offices, salesrooms, and other places where the minimum of sound reverberation is desired. When used as a ceiling surface in offices, the clatter of typewriters and other office machinery is appreciably subdued, and the nature of the material is such as to lend itself to almost any decorative effect.

Felt is very effective as a sound absorber and a special type of plaster has also been developed for this purpose.

Last of all, the lid can be clamped on the noisier parts of the factory by the use of floor, ceiling, and wall insulation, leaving the part thus insulated in comparative quiet. The same plan can be used to shut off a particularly noisy machine from the rest of the room.

This problem of noise prevention can be solved only by scientific research. We must learn what types and conditions of men and women are physically unfitted to withstand subsection to continuous noise. We must have more definite standards for measuring different noise effects on human fatigue and health, and how to offset or eliminate them. The duty of removing this nuisance rests on industry. Since it has been found that noise has a direct relation to human fatigue, any activity directed to this end should prove very profitable.

Research and the American Dye Industry

A MOST significant report has been made very recently by the United States Tariff Commission on the domestic dye and organic chemical industry for 1926, which indicates what research has done for this industry in the past few years. In 1913, 13% of the dyes consumed here were produced in this country but from imported intermediates. In 1926, domestic dyes supplied 93% of the apparent consumption and in addition there was an exportable surplus of nearly 26,000,000 pounds. Many of these new dyes are of American development also as contrasted with the development in previous years of types made in Europe.

The manufacture of fast and specialty dyes, including those for dyeing rayon and mixed fabrics showed notable progress in 1926 due to advanced research work. Over 4,000,000 pounds of vat dyes, which show exceptional fastness to light and to laundry treatment, were made here in 1926. No such dyes were made in this country prior to the world war.

It is in studies of just such trade problems as these that the Research Committee of the Manufacturers Association of Connecticut, in cooperation with the Sheffield Scientific School of Yale, has been endeavoring to assist Connecticut manufacturers. Manufacturers with problems of a technical sort are asked to consult with this committee.

*Adam and Eve came back, they say
To view the fashions the other day.
Said Adam to Eve, "Well my dear,
Times haven't changed since we were here!"*

Commander Byrd at Annual Meeting

Announcement of Program for the Annual Meeting to be held in Bristol, at the New Departure, on November 28

THE annual meeting of the Manufacturers Association of Connecticut is to be held on November 28 and on the invitation of Mr. DeWitt Page, president of the New Departure Manufacturing Company of

Bristol, will be in the Endee Club of the New Departure Company, directly adjoining the main offices of that company.

Members who attended last year's meeting at the Chase Companies, Waterbury, will recall pleasantly the delightful facilities made available there for Association use. The Endee Club and Inn, built by the New Departure for the use of its employes is one of the finest examples of a building of its sort in the country and will offer every facility for the Association luncheon, meetings and banquet.

Detailed announcements of all sessions are being sent to members in special bulletins and the meetings and banquet are assured of a larger attendance than ever before.

Commander Richard E. Byrd will be the chief speaker at the banquet in the evening and he will be introduced by the Honorable John H. Trumbull, Governor of Connecticut, who will act as toastmaster. Commander Byrd's address will be illustrated by moving pictures and will describe his trans-Atlantic flight and his proposed trip to the South Pole in 1928 for which elaborate preparations are already being made.



VIEW OF THE ENDEE INN AND THE NEW DEPARTURE OFFICES

At the left foreground is the Endee Inn, built for unmarried men employes of the New Departure Manufacturing Company. The main dining room, where the banquet will be held, is on the ground floor, and the Endee Club rooms, where the luncheon and business meetings are to be held, are on the sixth or top floor. A bridge connects this building with the executive offices which are shown at the right. In the right foreground is the lighting plant and only a few of the manufacturing units are shown in the picture.

The sessions will open with a luncheon at 12:30 at which members will be the guests of the Association, to be followed by an inspection of some of the most interesting departments of the New Departure. Immediately after

this the business meeting will convene, presided over by President Hubbard. Officers and directors will be elected, new business presented, committee reports submitted, and Mr. Hubbard will give his annual address.

It was only a little more than a year ago when Richard E. Byrd electrified the world with his dash to the North Pole. Then came his great trans-Atlantic flight previously postponed because of the accident to his plane and his own serious injuries and now his plans are being laid for an expedition to the South Pole. A Virginian by birth and brother of Governor Harry F. Byrd of Virginia, Commander Byrd has lived a life of adventure and scientific achievement. He has done perhaps more than any person living to advance the real science of aviation and his forthcoming flight to the South Pole will be more hazardous than anything he has yet attempted.

A city must be built on the rim of the Antarctic Continent to serve as a base for his flight and a city made of portable houses, machine shops, radio station, airdrome and food and fuel depots can only be built by superhuman effort at that distance.



Photo by Fairchild Aerial Surveys Inc.

AERIAL VIEW OF THE SALT'S TEXTILE MANUFACTURING COMPANY AT BRIDGEPORT

Looking down on the saw-tooth roofs of the Salt's Textile Manufacturing Company of Bridgeport, makers of silk velvets and plushes. The view shows the excellent shipping facilities of firms along the Bridgeport water-front, where both water and rail transportation is available. This is the tenth of a series of such views appearing in Connecticut Industry

Industrial News Around the State

NEW HAVEN EMPLOYEES AFFORDED OPPORTUNITY TO SECURE STOCK

The New Haven Railroad has reserved a certain portion of its new 7% preferred stock for employes of the company who desire to subscribe, affording them an opportunity to do so under a very favorable financial arrangement. Five percent of the par value of the shares will be deducted from the buyer's wages each month for twenty months, at the end of which time the stock will be delivered with interest allowed on each payment at the rate of 7%.

NOVELTY COMPANY SOLD

The Novelty Manufacturing Company of Waterbury, formerly owned by the Risdon Manufacturing Company of Naugatuck, has been sold to Charles E. Beardsley, president of the Risdon Company. Mr. Beardsley will

be president of the new company, which will be known as the Beardsley Manufacturing Company and the other directors are George T. Wigmore, secretary and treasurer of the Risdon Manufacturing Company; Irving W. Day, vice-president of the Connecticut Light & Power Company of Waterbury; William S. Fulton, president and treasurer of the Waterbury Farrel Foundry and Machine Company; and Rowley W. Phillips, secretary of the R. F. Griggs Company.

KELLOR SALES MANAGER FOR INGRAHAM

E. E. Stockton, of the E. Ingraham Company of Bristol, makers of clocks and watches has retired from his position as assistant manager in charge of sales. He will be succeeded by H. A. Kellor, who will have the title of sales manager.

HALF OF NAVY'S AIR MOTORS MADE IN CONNECTICUT

Assistant Secretary of the Navy Warner, in charge of aviation, has stated that about half of the airplane motors used by the Navy in the last fiscal year were supplied by the Pratt and Whitney Aircraft Company of Hartford.

ANNUAL MEETING OF OPEN SHOP CONFERENCE

The Open Shop Conference of Connecticut held its sixth annual business meeting and banquet at Meriden, October 12. George F. Drake of the New England Pin Company branch of the Star Pin Company of Winsted was reelected chairman; C. H. Granger of the Waterbury Clock Company is vice-chairman; Thomas J. Kelley of the Manufacturers Association of Hartford County is honorary vice-chairman; W. J. Wilcox of the Meriden Manufacturers Association is secretary and Hollis D. Immick of the Immick Company of Meriden is treasurer.

E. Kent Hubbard, president of the Manufacturers Association of Connecticut spoke briefly, congratulating the officials of the conference on the work done during the past year. Short talks were also given by Howell Cheney of Cheney Brothers, Minor Ives, Master of the State Grange, E. M. Walsh of New Haven. Montague A. Clark, educational secretary, submitted his report for the year. T. Yeoman Williams of the League for Industrial Rights was the principal speaker of the evening, his subject being "Recent Supreme Court Decisions."

SELL COLUMBIA NUT & BOLT COMPANY

The Columbia Nut and Bolt Company plant at Bridgeport, which was closed some time ago in order that manufacturing operations might be concentrated at the company's plant at Milford, has been taken over by the Atlantic Manufacturing Co.

NEW CONCERN FOR NEW HAVEN

A new firm, the Newton Die Casting Corporation, has leased all six floors of one wing of the Winchester Exposition Building at New Haven. The company, which has been formed as the result of the merger of the Machine and Die Company and the die casting department of the National Lead Corporation, both of Brooklyn, is expected to employ over 500 skilled workmen.

DANBURY TO MAKE WOOL HATS

Two of Danbury's leading hat manufacturers, Frank H. Lee and Harry McLachlan

are preparing a plant in Danbury for the manufacture of woolen hats to meet a demand which now exists for hats of that type. The purpose of the enterprise is not to establish competition with the fur hats, but in view of the fact that 17,000 wool hats were imported into this country in August, Mr. Lee and Mr. McLachlan felt that Danbury, which had made woolen hats a number of years ago, should enter the field again for the protection of its other industries.

Both men's and women's hats will be made and the new industry will mean employment for more workers in Danbury.

WOOLEN MILLS TO REPORT CLOTH STATISTICS

One hundred and seventeen woolen mills, including several Connecticut concerns and representative of the largest woolen cloth interests of the country, have agreed to report statistics to the National Textile Research Bureau. The statistics will include monthly production figures, actual sales and semi-annual inventoried stocks. Those who have advocated the movement see in the figures to be compiled an invaluable assistance in planning seasonal operations.

CHANGE IN OFFICERS AT MILLER COMPANY

The Edward Miller Company of Meriden, manufacturers of lighting fixtures, have announced changes and promotions following the recent merger of several companies, referred to in the October issue of *Connecticut Industry*. W. F. Minor succeeds Michael Schwartz as general manager, Mr. Schwartz being chairman of the merged companies. Guy P. Norton is second vice-president, I. B. Miller succeeds Mr. Minor as treasurer and J. W. Maskell succeeds Hewitt Warburton as secretary. Mr. Warburton is now with the Connecticut Molded Products Company. H. L. Dyson was elected assistant treasurer.

OVER 2,000 TYPEWRITERS DELIVERED BY AIR

"The Flying Truck," the great multi-motored plane of the Royal Typewriter Company of Hartford, has to date safely delivered over 2,000 typewriters to customers throughout the east and middle-west and as far south as Havana, Cuba. The only difficulty which the company has experienced has been in finding suitable landing fields, but this has been overcome in many instances by landing the cargo by parachute. George E. Smith, president of the company, says that the company's experience indicates that the specific needs of

aviation at the present time are: Complete government cooperation in providing service for commercial planes at government fields, in giving weather information and in chartering new routes; the availability of gas, oil and proper servicing at all fields; the painting of names of cities in letters twelve feet high on tall buildings, with an arrow pointing in the direction of the airport; the enlarging of small airports now too small to accommodate trimotored transports and the building of new airports of sufficient size to care for the airplanes of the future.

MAKES 2,000 TON SUGAR MILL

The Farrel Foundry and Machine Company of Ansonia which, as announced in the last issue of *Connecticut Industry* has been merged with the Birmingham Iron Foundry of Derby, recently completed a sugar mill which is, with one exception, the largest ever manufactured.

A photograph of the mill is shown on this page and acknowledgment for it is made to the *Ansonia Sentinel*. The cost of the mill, which is destined for use in Cuba, is said to be over one half million dollars. It is one hundred and forty feet long, thirty feet wide and is equipped with eighteen sets of rolls and two crushers. The mill is being shipped to the south by freight and thence to Cuba by steamship where it will be installed by workmen from the Farrel plant.

The three engines which are required to drive the mill have a total of approximately 3,000 H. P. The mill itself is in six units of three rollers each, the space between being graduated to allow for coarse grinding at the start, each succeeding unit being closer set, until the cane passes through the last unit where it is ground almost to powder.

BASSICK COMPANY ENLARGES MERIDEN FACILITIES

While no public announcement has been made by the company, plans have been drawn and bids called for, for factory buildings and additions to be erected in Meriden by the Bassick Company and it is understood these may house the division of the plant now located at Newark, N. J.

The Bassick Company now has two Connecticut divisions, one at Meriden, the M. B. Schenck

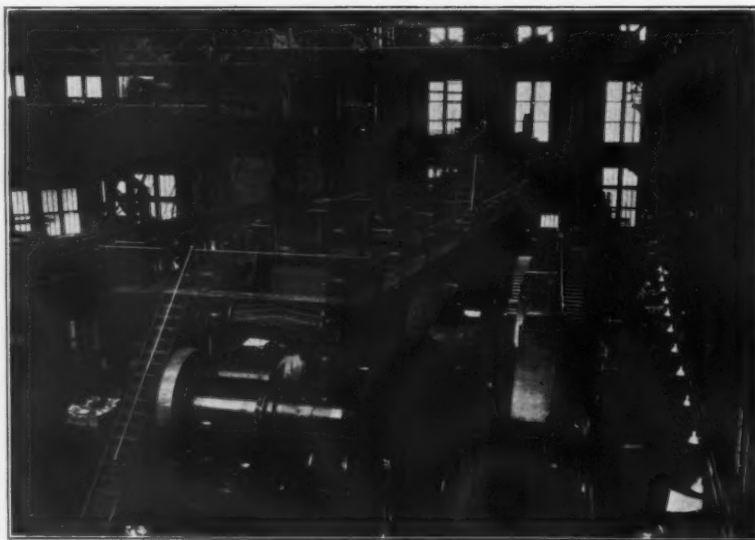
division, and one at Bridgeport. Removal of the Newark plant to Meriden would add about 300 to that city's payroll.

SHIPPING FACILITIES UNHARMED

The fire which recently destroyed the old Winchester dock in New Haven, the property of the T. A. D. Jones Company, coal merchants, did not affect the operation of the business. The company's loading and shipping facilities were unharmed and incoming shipments are being unloaded at a new and smaller dock which the company built recently. Stocks of coal on hand are consequently being kept up to their customary high peak.

WOOLEN COMPANY ENLARGES

The Somersville Manufacturing Company of Somersville, Connecticut, makers of woolen goods, has purchased the Rockville mill of the Belding-Heminway Company, closed recently because of consolidation of the Belding-Heminway interests at their Putnam plant. The Somersville Company is now operating night and day shifts and it is expected that the new plant, which carries with it very valuable water rights, will be used for the preparation of yarn which will be woven at the Somersville plant.



Big Sugar Mill Built by Farrel

A Correction

IN the November issue of *Connecticut Industry* there appeared an aerial view of the Hartford Special Machinery Company and underneath in the descriptive material the statement was made that the company had recently built an addition 20 by 30 feet in size. We take pleasure in enlarging that addition immediately. The notice should have read 100 by 30 feet.

Progressiveness First

THE Wallace Barnes Company of Bristol combines a touch of well-founded pride in ancestry with an indication of modern methods, by introducing itself as "A 1927 concern founded in 1857."

On the Right to Strike

IN the case of *Dorchy v. the State of Kansas*, the Supreme Court of the United States has sustained a conviction for a violation of Section 19 of the Industrial Relations Act of Kansas, which, while allowing any individual employe the right to leave his employment at any time he may so desire, states that it is unlawful to conspire "to induce others to quit their employment for the purpose and with the intent to hinder, delay, limit or suspend the operation of" a number of industries.

The Court says: "The right to carry on business, — be it called liberty or property, — has value. To interfere with this right without just cause is unlawful. The fact that the injury was inflicted by a strike is sometimes justified, but a strike may be illegal because of its purpose, in however orderly a manner it is conducted."

The Court further states that the legislature may establish certain acts as criminal and that the State may punish anyone who uses his office in a union to order a strike. The opinion closes with this statement:

"Neither the common law nor the Fourteenth Amendment confers the absolute right to strike."

What it Costs

THE Iowa State College has compiled statistics showing the cost per mile of operating a motor vehicle. Taking eleven makes of the lower-priced cars, ranging from \$400 to \$1,800, the cost, according to the Iowa figures is 10.27 cents a mile. This is divided as fol-

lows: gasoline 1.61¢, oil .31¢, tires .98¢, service 1.24¢, depreciation 3.16¢, interest 1.24¢, insurance .31¢, garage .83¢, license .59¢.

Higher Wages in Germany

AVERAGE hourly and weekly wages derived from collective agreements, in Germany, are shown by the National Industrial Conference Board to be considerably higher than a year ago. In certain industries, such for example as metal, textile and paper, where family allowances are paid, the latter amount is included in the weekly wage column.

Industry	Average Hourly Wages		Average Weekly Wages	
	April 1926	April 1927	April 1926	April 1927
Metals				
Skilled	21.9¢	22.9¢	\$10.95	\$11.46
Unskilled	14.8¢	16 ¢	7.41	8.01
Building				
Skilled	27.5¢	28.3¢	12.45	13.51
Unskilled	22.3¢	23 ¢	10.66	11.00
Paper Manufacturing				
Skilled	16.2¢	17.4¢	7.77	8.37
Unskilled	14.5¢	15.6¢	6.99	7.51
Transport				
Skilled	19.6¢	20.7¢	10.60	10.64
Unskilled	15.5¢	17.4¢	8.37	8.38
Textiles				
Spinners and Weavers	14.8¢	15.9¢	7.13	7.64
Assistants	12.4¢	13.3¢	5.98	6.39

Pauperizing a Nation

THE British Board of Trade has recently published figures on the British pension and unemployment insurance fund payments. It is the most forceful indictment of what such a system can produce that has perhaps ever been published.

In 1911, for example, Old Age Pensions, amounting in all to \$30,405,892, were paid to 218,158 men and 395,715 women; in 1925 the amount paid was \$107,822,174 and the recipients included 332,360 men and 568,176 women.

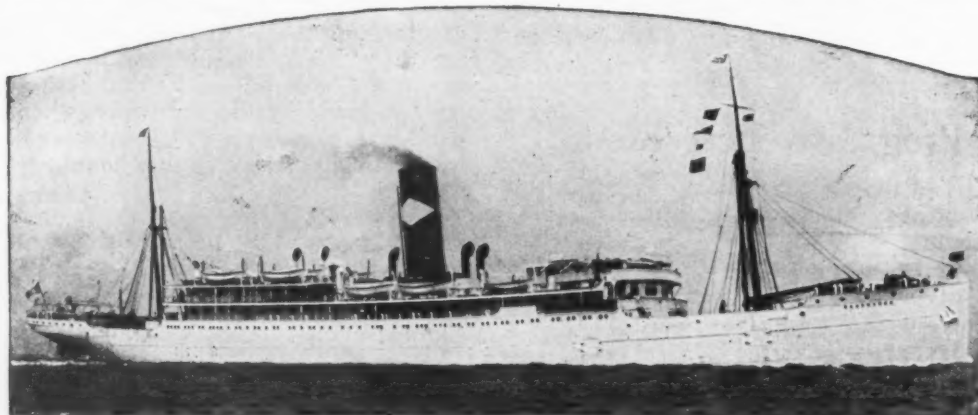
On January 1, 1912, 801,881 persons were receiving poor relief which amounted, with expenses, to \$70,388,579 that year; on January 1, 1926, 1,439,810 persons were receiving poor relief and the public expenditure for that purpose was \$179,290,464 in 1925.

The Unemployment Insurance Fund has shown a deficit each year since 1921, being nearly \$7,000,000 behind receipts in 1924-1925.

Are You Going on the Caribbean Cruise?

DOWN through the sunny Caribbean Sea in the month of January when Connecticut is covered with ice and snow — that's where

join the ship at Kingston and go from there to Cristobal, C. Z., where they will be taken by automobile to Gatun for an inspection of the



All Aboard on January Twenty-first

some fortunate members of the Manufacturers' Association of Connecticut will be this winter, on the "Good-Will Business Mission" to the West Indies and Central American countries.

The Association, joining with the Associated Industries of Massachusetts has, with them, taken all bookings on the S. S. Calamares of the United Fruit Line, sailing from New York January 21, on a twenty-two day cruise.

Special arrangements have been made for the party to meet governmental and business representatives at all points of call and many shore excursions, special luncheons, dinners, etc., not ordinarily included in other cruises are being arranged for in advance.

The first port of call will be Havana, Cuba, where members of the party will remain for about 3 days. Automobiles will take them to all points of interest and they will also be entertained at luncheon at the scientifically planned sugar mill town of Hershey and there inspect a modern sugar mill.

At Port Antonio the party will make its headquarters at the Hotel Titchfield, operated by the United Fruit Company. By automobile members will be taken 60 miles across the Island of Jamaica to Kingston where luncheon will be served at the Myrtle Bank Hotel. The trip across consumes about 4½ hours and the autos pass through fruit plantations with glimpses ahead of mountain scenery, stopping at Gastleton Gardens en route. The party will

locks, dam and spillway and other interesting features of the Canal. A special train will then take them to Gamboa from which point they will go by launch through the Gaillard Cut and then by special train to the Hotel Tivoli at Ancon. The afternoon will be free for shopping and sightseeing in Panama City, Balboa, Bellevista and Old Panama and another special train will take its passengers back to the boat.

The next morning the ship will put in at Port Limon, Costa Rica. A special train of parlor cars will transport cruise members from there through the plantations and a tropical country will be traversed which is unexcelled in beauty and interest. Through tropical jungles, banana, coffee and pineapple plantations, the train reaches an altitude of over 5,000 feet.

Many special gatherings will be held on which full information cannot be given at this early date, but suffice to say, far greater opportunities will be afforded for acquiring an intimate first hand knowledge of business conditions in the countries visited than would be possible in an ordinary trip and under ordinary conditions.

All the countries visited are large importers of manufactured products and exporters of raw materials and the development of better trade relations with Connecticut and Massachusetts is expected to result from the cruise.

PLAIN TALK

(Continued from page 7)

nate, he will at that time remove from here. He has gone so far as to decide on the city to which he would move, and has investigated properties there. Is there any reason why any industrial concern would locate here other than to obtain low manufacturing costs? If there are any other reasons, I hope that they will not longer be kept from us.

Power Rates High

I VENTURE to say that there is not a user of power, light or gas in this town, whether for industrial or household purposes (with the exception of those connected with our gas company), who has not complained about, and condemned, the rates charged for these commodities. With no exception that I can find, the rates imposed upon the residents of this town are considerably higher than those in effect in any other city of Connecticut, as also in other industrial centers which I have investigated in neighboring states. It is needless and useless to attempt to go into this subject on a detailed comparative basis at this time. There seems also to be little need of commenting further about our present rates, as we are all of the same opinion, and, apparently, perfectly happy to have such conditions as exist today continue indefinitely. In this respect we are all in perfect accord with the gas company officials. Suffice it to say that the effect that our present rates would have in inducing any industrial prospects to keep out of town should be apparent to any intelligent person.

It was amusing to me last fall to note the indignation of various individuals and organizations, and the wrath which they brought down upon my head for suggesting that the only representative organization which we have in this town help to defray a nominal expense of having these rates thoroughly investigated, and that the facts and figures be placed before the public service commission. If anyone can suggest a more proper or business-like method of approaching this situation, I would like to know of it.

Support the Home Banker

PERSONALLY, I can offer nothing but the highest praise for our banking facilities. I am not familiar with the reasons why some of our manufacturers and merchants desire to do their banking in other cities, for I have always considered that our facilities are on a par with most industrial centers, and I believe

entirely adequate for our needs.

I shall pass over the items of schools, housing facilities and churches by stating that they are entirely adequate for our needs, and would never stand as a barrier in preventing new industries from establishing here.

We criticise and try to gag people who feel or state that the city is on the decline, yet I have been unable to find a single person who, after analyzing present conditions, and realizing that the future holds still greater burdens for every taxpayer, is cheerfully or optimistically looking into the future.

Recently an officer of the Manufacturers' Association of Connecticut told me that the Association has been receiving inquiries from various sources, some of which are distant, asking them to explain what is wrong here, as they understand that our town is rapidly slipping into the industrial discard. Such impressions have, undoubtedly, been formed through the fact that within the past three years we have lost five of our principal manufacturing concerns, and have but recently begun to replace them.

We can not demand that our manufacturers be cheerful and contented with present conditions if they feel that they have reached the limit of burden that they can carry, and if they see in the future greater burdens which they fear will jeopardize their very existence. Should we try to fool ourselves into believing that our industries are capable of carrying unlimited burdens, there is no question but what we shall see a general exodus of some of our leading industries and mercantile establishments. As one manufacturer puts it, "if it is planned to make a beautiful country town such as this into a city by the medium of excessive taxation, I, for one, will move to a more favorable manufacturing center which has completed and paid for such luxuries as are being planned here."

There may be those who feel that such of our concerns as may be bending under the weight of their present manufacturing costs are suffering from incapable or inefficient management. This is a dangerous and unworthy thought to entertain unless one has a thorough knowledge of the detailed policies and management of such concerns, and of the conditions and problems confronting these industries in their various fields.

I admire and compliment the present president of our Chamber of Commerce for his efforts and determination in trying to bring new industries to our town. At the same time, I feel that if the Chamber of Commerce, or

any other organization, has time or energy to expend in influencing new concerns to establish here, let them direct them in a movement to better conditions for such industries as still remain here and are the very backbone of our town's existence. Whenever capital has been required to start a new industry here, you will find that the majority of it has been furnished by the established manufacturers, and if, as today, our manufacturers are not satisfied with present conditions, nor optimistic as to what the future may hold for them, what prospects are there of encouraging new industries to locate here? If, on the other hand, conditions can be made favorable and acceptable to our manufacturers and they are able to operate on an economical basis, it will not be necessary to beg outsiders to come here. Such conditions would be broadcasted as rapidly and widely as have been the rumors that our town is at present rapidly slipping into the industrial discard.

To Sum Up

IN recapitulation we find that we have wonderful air and scenery.

We have fair transportation facilities, although practically every other industrial center with which our manufacturers must compete have far more desirable railroad and motor facilities to offer.

We have a tax rate which, considered with the assessed valuations, is high.

We have sufficient rents to supply a normal

increase in population, with the possibility of a greater choice in the near future.

We have several vacant industrial buildings, with a possibility of the present number being increased.

We have gas and electric rates so high that they would be sufficient to cause any interested parties to decide that they could not manufacture here on a favorable basis.

We have a poor labor market.

Considering our geographic location, I maintain that if we are going to encourage new industries to establish here, it is not sufficient to say that we have as low taxes as many leading industrial centers — we must have lower. It is not sufficient to say that we have as good transportation facilities — we must have better. It is not sufficient to say that we have as good a labor market — we must have better. It is not sufficient to say that we have as low gas, electric, and water rates — we must have lower. It is not sufficient to say that we have as cheap living costs as other cities — we must have lower to induce labor to come and stay here.

Our manufacturers and merchants do not want to leave here, of that I am certain, but in face of present day competition, and of the even keener competition which must be met in the future, our industries must be enabled to manufacture as economically, or more economically, than their competitors can who are located in more favorable industrial centers.

Third New England Conference

THE Third New England Conference will be held in Springfield, Massachusetts, November 17 and 18 and about 2,000 delegates and guests, representing organizations and interests throughout all parts of New England, are expected to attend. The Manufacturers Association of Connecticut, which is entitled to three voting delegates will be represented by J. L. Goodwin, president of the Whitlock Coil Pipe Company of Hartford, Howell Cheney of Cheney Brothers, South Manchester and F. S. Chase, president of the Chase Companies, Waterbury.

A special feature of this year's program will be group sessions devoted to agriculture, industry and recreational resources and group meetings will also be held of each state group.

The Conference will open Thursday afternoon, November 17, following registration that morning, and the first will be a general session at which the chief speakers will be Gov-

ernor Fuller of Massachusetts; John S. Lawrence, president of the New England Council; Dr. Lee Galloway, president of the Ronald Press in New York; E. O. Goss, president of the Scovill Manufacturing Company of Waterbury, and chairman of the Power Committee of the Council; Hiram W. Ricker of Poland Springs, Maine, chairman of the Committee on Recreational Resources; A. Lincoln Filene of Boston, chairman of the Research Committee; Colonel Frank Knox of Manchester, New Hampshire, chairman of the Committee on Public Relations and Community Organization and Harry R. Lewis, Rhode Island's Commissioner of Agriculture and chairman of the Agricultural Committee of the Council.

State meetings will be held Tuesday evening and at this time members of the New England Council from each state will be elected. Group meetings will be held Friday morning and there will be another general session that afternoon.

On Doing Business in New York

IN the case of Hartstein et al. v. Seidenbach's, Inc., the Supreme Court, Appellate Term, First Department (New York) has held that a lesser degree of business activity by a foreign corporation is required for service of process than for taxation. The concern in question was a retail store in Oklahoma and the summons was served on its secretary who was in New York on company business. The company has no property in New York, no bank account there, and none of its officers reside there. It does however, maintain a New York office, but its only business in the state is the purchase of goods for the Oklahoma store. The court held that a foreign corporation which has an office in the state and whose only business therein is the continuous purchase of goods, is doing business to an extent to subject it to service of process.

Canada Special Deliveries Twenty Cents

ACOMMON misunderstanding seems to exist in regard to special delivery rates to Canada. Sixty percent of the special delivery letters mailed in this country bear only the 10¢ special license required in the United States. The Canadian special delivery rate is 20¢, in addition to the regular postal fee.

Connecticut Speakers at National Tax Association

THE twentieth annual tax conference of the National Tax Association was held at Toronto, Canada, October 10-14. Among the speakers were Fred R. Fairchild of Yale University, Tax Advisor of the Manufacturers Association of Connecticut and Economist for the United States Forest Service; and W. F. Connelly, Tax Commissioner of Bridgeport, Connecticut. Professor Fairchild discussed the problem of forest preservation and its relation to public revenue and taxation and Mr. Connelly spoke on local taxation.

M. A. C.'s Views on Current News

Necking was never popular in the old days. Our Research Department has made a study of the situation and has determined that necking began when tobacco chewing ceased.

* * *

We have worked hard on every "Get out the vote campaign." We now feel that Mexico has a solution. They get them out and shoot them.

* * *

Advertising headline — "Football Furs." First time we knew that footballs wore furs.

* * *

One hundred and sixty-sixth egg laid by champion Nebraska hen sent to President Coolidge. Don't they know that Cal has enough yokes to bear?

* * *

Newspaper headline — "Suspender manufacturers complain of poor business." We wonder why. As long as the law of gravity operates, there ought to be a demand.

* * *

Doctors generally are good golf players, says expert. It doesn't seem reasonable. How can a slicer play good golf?

* * *

Next thing we will have closed saddle horses for winter riding.

* * *

Headline — "Morrow presents credentials to Calles." "Never put off today what you can do to Morrow," said the President to his Cabinet.

* * *

"Doc" Yack throws all of his patients into fits regardless of what disease they have. He says he can cure fits.

* * *

If "Al" could depend on the Smith vote, nothing but a Jones could beat him.

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Transportation

TRANSATLANTIC SERVICE FROM THE PORT OF NEW LONDON

C. L. Bardo, former general manager of the New York, New Haven and Hartford Railroad, and now an official of Brown-Boveri, Inc., international shipbuilders, has had a conference with Governor Trumbull and with industrial and transportation executives with a view to establishing at New London the western base of a proposed four-day trans-Atlantic liner service. Montauk Point and Block Island have been proposed for some time as immigrant detention stations, and if New London should become the port of entry, the two points above named might possibly be established as reliefs to Ellis Island.

SCRAP COPPER RATES NOT UNREASONABLE

The Interstate Commerce Commission, in a recent decision, held that rates on scrap copper and copper alloys in carloads from points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, to Pittsburgh, were not unreasonable or unlawful. This decision is the result of the complaint filed with the Commission by the Federated Metals Corporation. This company ships scrap copper and copper alloys from New England points to its refinery in Pittsburgh and re-ships to New England points.

NEW APPOINTMENTS

Nathan W. Hawkes, former freight traffic manager of the Canadian National and Central Vermont Railways, has been appointed vice-president in charge of traffic of the Boston and Maine Railroad. Mr. Hawkes succeeds Gerrit Fort who resigned to accept the presidency of the Raymond and Whitcomb Company.

The New England Steamship Company announces the appointment of W. P. Read as general passenger agent, headquarters New Haven, Connecticut, and R. H. Pusch, as assistant general passenger agent, headquarters Pier 14, North River, New York.

The New York, New Haven and Hartford Railroad Company announces the appointment of A. H. Seaver as assistant passenger traffic manager with headquarters at Boston.

MOVEMENT OF FALL TRAFFIC

Although anticipating an increased volume of freight beginning with the fall months, a

report to the board of directors of the American Railway Association indicates that no difficulty in meeting transportation demands is expected by the railroads. The condition of rolling stock is better than it has been at any period since the war.

MOTOR VEHICLE REGULATION

At a convention held at Dallas, Texas, on October 21, the members of the National Association of Railway Utilities Commissioners considered regulation of motor vehicle lines engaged in interstate operation. This organization is composed of members of the Interstate Commerce Commission and members of the state regulatory bodies.

The Interstate Commerce Commission will undoubtedly report during the coming session of Congress on the investigation concerning motor vehicle regulation which it conducted under I. C. C. 18300.

CONSOLIDATED SOUTHWESTERN CASES

The Association has filed a petition for reconsideration with the Interstate Commerce Commission, setting forth arguments as to the disastrous effect of the Commission's decision in the Consolidated Southwestern Case. The Association was joined in the petition by shippers in New York City, Rochester, and certain New Jersey cities. The Commission will in all probability consider the petition at its meeting on November 7. In the meantime, the original order has been amended so as to postpone the effective date from December 5, 1927, to February 3, 1928.

MEETING OF TRAFFIC COMMITTEE

The Traffic Committee of the Association held its monthly meeting in Springfield, Massachusetts, on October 31. General Manager J. A. Droege, G. M. Wood, Freight Traffic Manager, and Guy Butler, Superintendent Freight Transportation, of the New York, New Haven and Hartford Railroad were as usual present at the joint meeting at which were discussed various proposals for the continued improvement of service.

The Executive Committee of the New England Traffic League also met in Springfield on the evening of October 31. The quarterly meeting, open to all members of the League, was held on November 1 at the Hotel Kimball.

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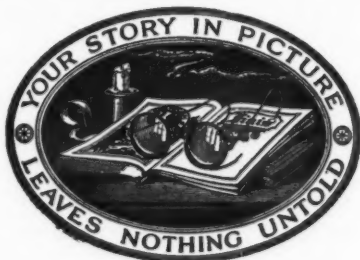
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